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Hongkong, 19th March, 1902. [a346]

HONGKONG RIFLE ASSOCIATION.

THE ANNUAL GENERAL MEETING

of the MEMBERS of the ASSOCIATION

will be held at the HONGKONG

HOTEL, on FRIDAY, 26th FEBRUARY,

at 5 o'clock p.m. for the purpose of passing the

Accounts for 1902, electing a Committee and

Officers for 1903, and to consider a proposal to

amalgamate with the Army Rifle Association.

Members are earnestly requested to attend.

M. S. NORTHCOTE,

Hon. Secretary.

Hongkong, 7th February, 1903. 110

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Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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BIRTHS.

On the 27th January, at Teikong, Mrs. ALFRED SIMONSON, wife of a daughter.
On the 2nd February, at 20, the Bund, Shanghai, the wife of C. S. ADAMS, of a daughter.
On the 2nd February, at Chinkiang, the wife of LOUIS ROCHER, Commissioner of Customs, of a daughter.
On the 4th February, at the Victoria Nursing Home, Shanghai, the wife of F. WILLIAM ROWLAND, I.M. Customs, of a son (GORDON).
On the 26th January, at St. Andrew's Cathedral, Singapore, James Brown, of the Selangor Government Service, to WILLIAMINA ANNA HARRIS, daughter of Captain H. HARRIS, of Singapore.
On the 28th January, at No. 10, Lloyd Road, Singapore, Emilio Luis, the infant son of FRANCISCO and GRACE D'ALMEIDA, aged 2 years and 11 months.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD (L).
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 9th February, 1903.

The statement, reported in another column of Dr. R. COLTMAN, professor of surgery at the Imperial University of Peking, that another and a worse uprising of the Chinese against the foreigners is impending and that the Powers are to be blamed for their excessive leniency, is not new. Similar predictions have been made by various people conversant with the state of affairs at Peking. What is the official view on the matter in the Legations we are not in a position to say, and perhaps, considering how ill-informed the Legations showed themselves to be at the beginning of 1900, we should not look to them for the most accurate forecast of events. From missionary sources in North China—and the missionaries have means of information denied directly to the diplomatic representatives—the news is not reassuring. It cannot be doubted that the lesson of 1900-01, or rather the lesson which the Powers desired to teach, was lost for the most part on those who should have learnt it. There is little improvement to be seen in the governing classes of China. The old Court clique has lost, it is true, some of its most

pernicious members, but it cannot be contended that the dominating influences now are very different from what they were at the beginning of 1900. The changes at Peking which it was intended to produce have not been brought about, and ladies' tea-parties at the Imperial Palace and talk about adopting Western costume at court are poor substitutes for the reforms which it was hoped would follow the Emperor's return to Peking. The triumphant capture of the Chinese capital on the memorable 15th of August has resulted in little that is tangible. The thought at once suggests itself that the policy of the Allies must have been wrong. The readiest idea is that which was expressed by Dr. COLTMAN, that the Powers were too lenient. Whether he means by this statement that they should have been more violent in their methods and that they should have exacted the utmost penalty from the guilty parties in the "Boxer" uprising, we do not know; but this is certainly the view of a great many. Public opinion has passed through many changes recently towards China. With the news of the murder of many foreigners and the attack of the Legations, and still more with the false story of the fall of the Legations ringing in their ears, people were influenced violently against the Chinese. Then the reports of the devastation wrought by the allied troops created a strong revulsion of feeling, particularly in the United States, and the terms exacted by the Powers were considered excessive. Now, weary of the protracted negotiations and alarmed by the menacing state of affairs in several provinces, a section at least of general opinion has again become hostile to China, and the failure of the lesson which the Allies tried to teach her has led to exasperation. Not much consideration, we suspect, has been given to the question why the Allies failed. Yet the failure is not really surprising. The Powers drove the Imperial family in hasty flight from Peking, demanding instant summary punishment of those implicated in the "Boxer" movement. A few of these were beheaded, a few more degraded, and the rest are again in power. The Allies then proceeded to lay upon China's chaotic and ruinous finances the burden of an enormous indemnity, while obtaining the promise of removal of obstacles to trade. The latter provision was excellent, but there are no signs of it being actually carried out; while the weight of the indemnity, increased by the fall in the value of silver, is felt all over China, particularly by those who did not in any way countenance the 1900 rising. It was a most disastrous error for the foreign nations to grasp at the substance of a money payment, while suffering to remain as shadows the engagements to open up China to trade. It may be said that a big indemnity always forms part of the victor's programme in modern war. But China is not a nation which can be treated exactly like other nations. The past history of the international relations of China suffices to show this. Repeatedly have other nations defeated the Chinese and exacted a heavy indemnity. Yet China is little changed, and the foreigner is as unacceptable as ever. For the most part, the West has not forced China to admiration, but to hate. Nor is this unnatural, for the methods of the Western countries have been altogether wrong. China as a country has never been conquered by Western arms, and the probability is that she never will be. Her mercantile conquest has begun, but it will not be furthered by the policy of extorting huge money payments from the people for the offences of a few, while leaving the corrupt officials to evade the promises to remove obstacles to trade. A great opportunity was offered after the recent troubles of bringing about some genuine reforms for the advancement of commerce and intercourse between China and the rest of the world. Thanks to the mutual jealousies of the Powers and the grasping policy of the majority of them, the opportunity was lost—irretrievably, it would seem. It is unprofitable now to talk of undue leniency having been shown toward China. Our serious mistake was that of blindness toward our own interests, which were really the interests of China also.

The German mail of the 7th ult. was delivered in London on the 5th inst.

Another demonstration of the new fire extinguisher "Kilfyre" will be given at noon today in front of the Central Market. The balcony on the Praya side of the Market will be reserved for Europeans.

On Saturday the British battleship *Cochin* arrived from Singapore via Mirs Bay, and yesterday the U.S. gunboats *Isa de Cuba* and *Rainbow* arrived from Manila. The German cruiser *Hansa* left on Saturday for Amoy.

Damage to the extent of about \$200 was done by a fire which broke out in a "soy" factory at 371, Queen's Road Central about one o'clock yesterday morning. Carelessness on the part of a workman in the disposal of a lighted candle, which set ablaze a quantity of inflammable rubbish, is stated to have been the cause.

According to the *P. and T. Times*, Tung Fu-shiang's soldiers are reported to be deserting freely because they get no pay.

The result of the polo match at Causeway Bay on Saturday between Hongkong and Kowloon was a victory for Kowloon.

At an audience with the Empress Dowager on the 7th ult. it appears that Jung Lih and Lu Chuan-li both asked to be allowed to resign, as they fear that "through age and ill-health they may hinder the affairs of State." The Empress Dowager refused to allow this. Jung Lu then advised that Prince Chun be admitted into the Grand Council, as he is young and vigorous.

On the 29th ult. a very interesting function occurred on board H.M.S. *Rosario*, the N.C. *Daily News* reports, the captain, Commander Hamilton, presenting to the officers and men of the crew the medals given by the British Government for their part in the Chinese Campaign of 1900. The *Rosario* was engaged in river work at the time.

The *P. and T. Times* bears on good authority that the proposed new line from the North-West gate of Peking to the Summer Palace is to be a railway of standard gauge, but not an electric tramway. The *Times* congratulates the authorities on their decision, as all experience goes to show that difference of gauge finally evolves as an unmitigated nuisance, involving endless waste of time and great inconvenience: it is moreover a bar to future progress.

The following returns of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during January, are certified by the managers of the respective banks, are published in the *Gazette*:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	3,721,065	2,200,000
Hongkong and Shanghai Banking Corporation.	13,459,639	6,000,000
National Bank of China, Limited.	448,889	150,000
Total.	17,629,593	8,350,000

The report on the Widows and Orphans Pension Fund for 1902, as published in the *Gazette*, shows the amount to the credit of the Fund on the 31st December last to have been \$132,388.81, including \$8,940.02 for interest. The average monthly contributions amount now to about \$1,800. On the 31st December, 1901, the number of contributors on the books was 382, and on the 31st December, 1902, 415, of whom 169 are bachelors, 237 are married men, and 9 are widowers. During the period under review, 67 officers joined the Fund, 55 left, and 3 died. The total number of children on the books is 317. There are in the list 20 pensioners, whose pensions aggregate \$2,118.84 per annum.

From private advices the *Strait Times* learns that matters in Northern Siam resultant on the *cumtete* created by the Siam are not quite settled yet. It would appear that the Siamese troops, being more or less unprovided with commissary arrangements, seized all they could lay hands on and generally laid waste the country. By Siamese law they are entitled to do so as they merely acted *en nom de loi*, but the Laos, Karens, and that mixed mass of humanity occupying Northern Siam, erstwhile slaves but now free by Royal Decree, objected to this. As a result there are "ractions." According to the late Bangkok "official" advices all was at peace, but disinterested and—let it be remarked, the *Strait Times* says—unmolested British traders tell a different tale.

In the course of an exhaustive review of the history of the world contributed to the *Neue Freie Presse*, Max Nordau, deeply deploring the growth of military imperialism in the United States, and says that by the admission of the spirit of militarism, which was formerly rigorously excluded, America is raising obstacles to the entrance of emigrants whose only capital is their strong working arms. Speaking of the future of the New World, Max Nordau says the opening of the Panama Canal, under American ownership, will mark the beginning of a new epoch. The tragic stage of the world's history, which in ancient times centred in the Mediterranean, and which moved in later ages to the Atlantic, will then be transferred to the Pacific Ocean. At first the Anglo-Saxon element will seek to drive out the German and French flags floating over single points in the Pacific Ocean, then the struggle will be carried further to the Asiatic coast, where Anglo-Saxons and Russians will have to decide the momentous world question of whether Eastern and Southern Asia shall remain British or Russian.

A telegram to the *Asahi* from Peking recently reported that two thousand sabres imported by a German ship in contravention of the Protocol had been seized at Chingwangtao. It was added that extensive smuggling of arms is clearly demonstrated by the equipment of the Chinese troops, they being in possession of weapons of the most modern character, but that the Foreign Powers take no notice of the fact. The *Japan Mail* comments:—Probably it will be agreed by thoughtful persons that the Powers show their wisdom in this respect. One of the most unpractical provisions of the Protocol was that which vetoed the import of arms or munitions of war, since it assumed that China would take steps to give effect to an embargo of which she was herself the victim, and that she would take such steps although the safety of the State was imperilled by them. There is a higher duty than that of observing ill-considered treaty-provisions, namely, the duty of providing for the national security. If China believes that the efficient equipment of her army is essential to the discharge of that duty, and if she acts upon her belief by violating the Protocol, we can neither impugn the wisdom of her conviction nor condemn her obedience to it.

Kin Sheng-kyu has been appointed Minister Plenipotentiary for Corea in Japan.

The N.C. *Daily News* is informed that forged \$10 notes of the Imperial Bank of China have been found in circulation. They can only be detected, it is said, by the imperfection of the numbering. According to a Japanese journal, paper money to the extent of \$300,000 has been forged in Kinshu and sent to China for disposal.

It is sometimes said a man's method of smoking is an index to his general character. The *Kiangyin* correspondent of the N.C. *Daily News* says that during the recent visit of H. E. Chih-tung to that place the Viceroy used an ordinary brass bowl, bamboo stem, glass mouth-piece pipe that would cost in a country town 300 cash, and smokes the ordinary strong Chinese tobacco, used by every farmer, which costs then three to five cash a day.

With reference to the death on the 4th inst. of Miss Mildred York of the Janet Waldorf Company, the N.C. *Daily News* says:—The announcement that we were asked to make yesterday morning that she and Mr. Fitchett were only suffering from influenza was unfortunately too hopeful; and Miss York died yesterday morning of malignant smallpox. Mr. Fitchett's disease has also, we learn, been pronounced to be smallpox, but in a mild form.

A Luffan cablegram from Manila says that during the naval manoeuvres which the American warships there have been carrying out an exciting incident took place. Ensign Babcock disguised a boat belonging to the captured Spanish cruiser *Don Juan de Austria* with tushes and managed to creep along the shore undetected. A current, however, upset his craft, and he, with two of the crew, swam a mile and a half along a shark-infested bay, carrying a countermine supported by buoys. He succeeded in attaching them to the mines without being discovered.

During excavations on the site of the old abbey at Bury St. Edmunds at the end of last year five stone coffins containing human remains were unearthed in what has been discovered to be the Chapter House of the Abbey. They are supposed to be those of Abbot Sampson, 1182; Abbot Richard de Insule, 1229; Abbot Henry, 1234; Edmund de Walpole, 1248; and Hugo I., 1157. The coffin-lids are missing, but the names of the abbots are given in the plan of the Chapter House discovered by Dr. Montagu James, of Cambridge, at a Roman Catholic College at Donai.

A New York telegram to the *London Daily Mail* says that a Bill has been introduced in the House of Representatives prohibiting the use of the name or portrait of any person for advertising purposes unless consent is given. The necessity for such a law was recently shown when the New York Court of Appeal refused to prohibit the unauthorized use of a young lady's portrait on advertising posters. The court admitted that the act was libellous, but held that there was no law to prevent it. A leading firm is now advertising a new whisky by enormous posters representing the Mayor of New York, a well-known Senator, and other public personages drinking the beverage. The temperance societies have been making indignant protests, but the victims are powerless to prevent the use of their names and portraits.

It may be a mere coincidence, but, says the *P. and T. Times*, we have been spoken to three times this week by intelligent Chinese friends on the subject of the abolition of the queue and the adoption of foreign clothes. Each one assured us that all sorts of rumours are current in Tientsin on the subject. The former subject led us to ask our friends to estimate the ratio of barbers to the rest of the population. As usual we got the most discrepant answers—one in twenty five, one in eighty, one in two hundred and fifty. Whatever may be the number, they all agreed that any imperial or viceregal edict on the question of abolition would involve great hardship on vast numbers of men all over the Empire if the people obeyed the edicts. We have never yet met a Chinese who had even the rag of indignation at or memory of the humiliating origin of the queue.

Herr Ernst von Willdenbruch, who issued a violent counterblast to Mr. Kipling's recent poem on "The Powers," may be described as the Berlin Court poet, or Prussian Laureate. He is a broad-shouldered, undersized, square-headed man, with gold-rimmed spectacles, and rather unkempt hair and beard. He used to be employed in the Foreign Office, but a year or two ago he cast off the official trammels. He is a bitter Anglophobe, and was at the head of the Berlin Committee for entertaining the Poor generals, and collecting subscriptions for their cause. As a poet, he belongs to the ultratriot and declamatory school, and his dramatic and trumpet dramas, dealing mainly with the glories of the Hohenzollerns, have all been writ on to foster that spirit of Chauvinistic pride which is now the curse of Germany. His most notorious play is entitled *Der Neue Herr*, and was written to vindicate the present Emperor for his action in so brusquely "dropping the pilot." Nothing in connection with his fall gave Bismarck more offence than the performance of Willdenbruch's play, of which the Emperor attended the rehearsal and the first performance, and decorated alike its author and its actors.

LATEST STEAMER MOVEMENTS.

The E. & A. steamer *Empire* left Mailla on the 6th inst., at midnight, and may be expected here to-day, at daylight.

The T.K.K. steamer *Hongkong Maru* left San Francisco on the 5th inst. for this port, via usual ports of call.

The O.S.S. steamer *Telmachus* left Shanghai on the 7th inst., and is due here to-morrow, a.m.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 6th February, 3 p.m.

ANOTHER RISING IN CHINA PREDICTED.

Dr. R. Colman, physician at the Chinese Imperial Court, who is now visiting Los Angeles, California, predicts another and a worse uprising of the Chinese against the foreigners. Peking, he says, is now virtually unprotected. Dr. Colman blames the leniency of the Powers, and especially of the United States.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 8th February, 6.44 p.m.

FIRE AT PEKING.

At midnight yesterday a fire began in the Japanese officers' barracks at Peking. It finished at 5 o'clock this morning, with the assistance of the foreign garrisons.

REUTER'S SERVICE.

LONDON, 5th February.

"RAGGING" IN THE ARMY.

A somewhat unusual sequel has occurred to the recent "ragging" of three subalterns in the 1st Grenadier Guards. The father of Lord Doune, one of the subalterns concerned, bringing the matter to the notice of Lord Roberts, the latter instituted an enquiry, which has resulted in the summary retirement of Lieut. Col. Kinloch, commanding the battalion, on half pay, and the resignation of Lieut. Hollishead Blundell. The action of Lord Roberts is approved of by the military and the public.

LATER.

THE CHARTERED BRITISH SOUTH AFRICA CO.

The report of the Chartered British South Africa Co. has been issued. It anticipates that the output of gold in Rhodesia will be doubled in the next two years, largely on account of the extension of railways and the Fopping Coalfields. As the expense of living largely hampers the progress of the Company, the directors have decided to give freight contracts to companies outside the ring.

VENEZUELA.

Sir Michael Herbert has had a stormy meeting with Mr. Bowen, at which he spoke very plainly regarding the conduct of the negotiations. The interview was a heated one but, it is stated, has cleared the air.

LONDON, 6th February.

THE BALKANS.

The Bulgarian Premier, speaking in the Chamber, declared that Bulgaria would fulfil her international obligations to keep the peace and that he would shortly inform the Chamber of the measures taken against the Macedonian Committee.

LONDON, 6th February.

BYE-ELECTION.

Mr. Charles Craig, the Unionist candidate, has been elected for South Antrim by 4,564 votes, Dr. Knightley, an Independent candidate, polling 3,615.

THE KING.

The King has recovered from his slight indisposition, and drove out this afternoon.

THE CASE OF COL. KINLOCH.

The case of Col. Kinloch (1st Grenadier Guards) is causing considerable interest and has brought forth strong partisans on both sides. The case will be brought before the House of Commons at an early date.

Advertisers are turning their attention to the mission field, and a story from Uganda tells of enterprising firms in this country who send out circulars and samples to the natives. The editor of *Uganda Notes* writes:—"We should like to remind friends and advertisers who send circular letters to the native clergy and others, that they do not understand English. It was amusing to hear the native chiefs express their sense of the kindness of a certain firm of soap-makers who recently sent out samples of soap. Several of the chiefs wrote from their country places to ask that we would thank the kind donors. They evidently could not easily understand such a charitable form of advertising!"

TERRORISM IN HONGKONG.

While the recent arrests in Hongkong and seizure of arms in connection with the threatened rising in Canton have brought in their train the usual number of alarmist rumours, founded or unfounded, of developments to be expected, there is one aspect of the affair which is of a very substantial character and is deserving of most serious consideration. It is a notorious fact that there are men, not one or two, in Hongkong whom the Chinese Government would gladly get hold of. Members of the Reform party, they have preserved their security from harm by the protection of the British flag. Among the Reform party in Hongkong there may be some who use that protection as a cloak under which to plot schemes against a friendly Power, but the persons referred to are not in that category. They are men intimately associated with the movement, perhaps, taking a keen interest in it and fostering it with a view to its ultimate peaceable consummation if possible, but not lifting an armed hand against the Chinese Government. Of that class it can safely be said that there are at present in the Colony more than can be counted on the ten fingers who find themselves in the position of being just now in constant fear of kidnapping or bodily violence at the hands of Chinese emissaries. It is an open secret that there is quite a number of secret agents here sitting the recent plot and striving their utmost to bring the plotters to book. The danger is that in their zeal they will work harm to innocent men. The murder of the Reformers in Gage Street is not yet forgotten and it still serves to show to what lengths the Chinese will go in getting rid of any man who has made himself objectionable to them. King Yu-wei saved his head by flight only. He is now in Darjeeling and his family are safe at Macao. But his intimates and sympathisers are still objects of aversion, men with a price upon their heads. Warrants are said to have been issued from Canton for the arrest of several well-known Chinese in the Colony. How these can be put into execution in a British possession remains to be seen, but it behoves the objects of them to work well upon them in Hongkong at any rate, though unfortunately there is no security against the persecution of their families and clans in the interior. The authorities, it is rumoured, are fully on the alert in the matter and have taken all possible precautions.

POLLARD'S LILLIPUTIANS AT THE THEATRE ROYAL.

"PAUL JONES."

When Paul Jones was first given to the public some eight years ago at the Savoy, its fanciful plot and entrancing music caught the public fancy; and since then the opera has lost nothing of attractiveness whether considered as standing alone on its merits or as put into contrast with contemporaries. The prevalent taste for comic opera so well gauged by Gilbert and Sullivan found itself routed in no less a degree by Piquette's numbers. Paul Jones was a success of the kind called "immediate." It has never lost its hold upon the affections of the public. Its freshness appears to be perennial. Each time one hears a repetition one discovers a new charm, hidden before in very profusion. There was little wonder therefore that when the talented Pollards announced the opera to be upon their repertory during their present visit to Hongkong, a general desire to renew acquaintance with it should manifest itself and that the Theatre Royal in consequence should be filled in every part on Saturday afternoon and evening on the occasion of the first production. For those unfortunate beings who had not had the foresight to book their places for the evening performance there was nothing but chagrin and disappointment. Only the capacity of the building limited the numbers of the audience, and many had to be turned away through lack of accommodation. With regard to the performance itself there appeared to be no two opinions. The house was delighted and showed its appreciation in no uncertain fashion. The Lilliputians were all hearts. Their rendering of Paul Jones was on the traditional lines laid down by George Edwards and was excellently carried out in the best Lilliputian manner. Of course there were apparent deficiencies which must always be present where a juvenile combination attempt a full-grown piece; but (and it is a most important *but*) what is lost in one direction is more than compensated for in another; for if the children in some cases suffer in comparison with their elders regarding individuality and stage "business," there is no doubt that considered as a whole the Lilliputians possess a freshness both of voice and action, a buoyancy and a charming naivete that are largely denied to their more experienced competitors. It would be erroneous, however, to say that the Pollards are lacking in individualism, some of the little people evinced a cleverness beyond their years, and the vocal parts were admirably done. Miss Ivy Trott made an excellent Paul Jones; she sang well and acted most convincingly as the pirate chief. To Miss Alice Pollard was entrusted the role of Yvonne; her singing was worthy of the role which was given her, and her sweet voice was heard to great advantage in the solos of the part, best of all perhaps in "Before the Altar," as well as in the duets with her sweetheart. Miss Irene Loftus was the *Rufino*, and the appearance she made was one of the best in the cast. Master Jack Pollard and Miss Daphne Pollard were beyond words funny as *Bouillabaisse* and "The Insect," in which capacity they kept the audience rippling with laughter. Master Willie Thomas was an ideal guardian uncle to the heroines, Master O. Bindoo a typical privy-counsellor, and Miss Connie Pollard a clever *Chaperotte*, her sabet song and dance being particularly well done. Also deserving of more than passing mention were Miss May Topping and Master Oscar Heintz in the respective parts of *Malaguena* and *Don Trocadero*. It remains to be added that the setting of the piece was all that could be desired, pretty and tasteful, especially the garden scene. The picture dances were greatly admired, but the management have to face the problem whether or no this effect is worth retaining at the expense of the continuous and most irritating noise made by the electric-light apparatus in the dress circle. For our part, we say "Sacrifice the light. The Ocean band played the incidental music with their accustomed ability. Sometimes, by the way, the accompaniment appeared to be rather overpowering for the soloists, but that should be easily remedied.

To-night and to-morrow Paul Jones will be repeated. A *Gaiety Girl* will be presented on the three following nights and H.M.S. *Pinfore* on Saturday at a matinee and in the evening.

HUMPHREYS ESTATE AND FINANCE CO., LD.

ANNUAL MEETING.

The seventeenth ordinary annual general meeting of shareholders in the above Company was held on Saturday in the registered offices, 38, Queen's Road Central. Mr. Hart Buck presided, and there were also present Hon. C. S. Sharp, Messrs. C. E. Evans, Ho Tung (directors), Ho Pook, P. C. Potts, S. Hebban, G. Balloch, J. A. Jupp, A. H. Mancoll, Michael Ho Tai Sang, Lo Cheung Shu, Wong Mo Law, and J. L. Cotter (secretary).

The SECRETARY having read the notice calling the meeting,

The CHAIRMAN said—Gentlemen, the report and statement of accounts having been in your possession for some days, you are no doubt familiar with them, and I will, with your permission, dispense with the formality of reading them. The result of the year's working, though not to be compared with the two immediately preceding years in the matter of profits, should in the opinion of your directors and general managers be regarded as very satisfactory, as the whole of the profits have been made on the Company's ordinary everyday business, there being absolutely nothing derived from sales of properties, which, as you know, figured so largely in the accounts for 1900 and 1901. The accounts speak for themselves and, I think, require but little explanation from me. You will note that, as anticipated, our rent-roll has largely increased during the period under review. It may be as well to mention that the amount appearing in the profit and loss account under the heading of Interest is the balance at credit of the account after allowing for interest payable and due. The reason of the charge for fire insurance being less than in 1901 is that the unexpired premium has been valued on this occasion, which was not done last year. The charge on this account will be considerably larger for the current year, and in consequence of the very high rates now being charged by insurance companies your board are seriously considering the advisability of the Company taking its own risks or at any rate a part of them; but this would not effect to any large extent this year's accounts. In recommending a 9 per cent. dividend, your directors are not losing sight of the fact that they are paying slightly more than the Company has actually earned during the past year; but they think it advisable to equalise dividends as far as possible, and they feel justified, under the circumstances, in paying 9 per cent., especially having regard to the large transfers of profits which have been made to reserve in the past two years. I shall be very pleased to answer any questions shareholders would like to put to me with regard to the statement of accounts.

No question being asked, The CHAIRMAN formally made the motion. Mr. BALLOCH seconded, and it was agreed to. On the motion of Mr. J. ANGLIS, seconded by Mr. Potts, the directors were re-elected—Messrs. J. S. Van Buren, C. E. Evans, Hon. C. S. Sharp, H. W. Slade, and Ho Tung.

On the motion of the CHAIRMAN, seconded by Mr. EVANS, Messrs. W. H. Gaskell and W. Hutton Potts were re-elected auditors. This was all the business.

HONGKONG ROPE MANUFACTURING CO., LD.

ANNUAL MEETING.

The annual meeting of the above Company was held on Saturday in the offices of the general managers, Messrs. Shewan, Tomes & Co. Hon. R. Shewan (chairman) presided, and there were also present Messrs. D. E. Brown, J. B. Lewis, A. J. Raymond (directors), Fung Wa Chun, C. A. Tomes, A. Babington, T. Arnold, and R. Henderson (secretary).

The SECRETARY having read the notice calling the meeting,

The CHAIRMAN said—Gentlemen, with your permission we will follow the usual custom and take the report and accounts as read. The result of the year's work differs little from that of the previous 12 months, sales of rope being still curtailed by the high price of hemp. Our turnover in consequence was the smallest we have had during the past five years, and as stocks of rope accumulated we had to shut down the factory at intervals in order to work them off. At the present high price of Manila hemp it is of course hard work for us to compete with the inferior Japanese article, which is greatly adulterated with other fibres, but nevertheless we have done so and have even sold a fair quantity in Japan itself, the quality of our rope being admittedly much superior and worth a higher figure. Since the beginning of this year the Manila hemp market has weakened and we hope to see lower prices for the raw material in future. The high cost of this has, however, not been the only factor against us. It must be borne in mind that the shipping trade last year was still in a very depressed condition, a state of things that has a corresponding effect on the demand for such an article as rope. These are, however, but the ordinary fluctuations of trade which we have to expect. We have had our good years and must not complain when the lean ones come, and there is no reason that I can see why we should not still look forward with confidence to the future. If there are any questions, I shall be pleased to answer them before moving the adoption of the report and accounts.

There were no questions, and The CHAIRMAN formally made the motion.

Mr. FUNG WA CHUN moved the re-election of Messrs. Raymond, Brown and Lewis to the consulting committee.

Mr. ARNOLD seconded, and the motion was agreed to.

Mr. LEWIS moved the re-election of Messrs. T. Arnold and W. H. Potts as auditors.

Mr. BROWN seconded, and the motion was agreed to.

This was all the business. Dividend warrants will be ready to-day on application to the general managers' offices.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

ANNUAL MEETING.

The ordinary half-yearly general meeting of shareholders in the above Company was held at the offices, Bank Buildings, Wyndham Street, at noon on Saturday. The Hon. C. W. Dickson presided, and there were also present Hon. R. Shewan, Messrs. E. Gost, N. A. Sles, C. Michela, F. A. Gomes (directors), Thomas Arnold (secretary), Captain G. C. Anderson, Captain W. E. Clarke, J. N. Goosmann, J. J. Leiria, J. R. Michael, E. J. Moes, W. H. Potts, A. H. M. Silva, A. G. Stokes, and H. C. Wilcox.

The notice calling the meeting having been read by the SECRETARY,

The CHAIRMAN said—Gentlemen, I propose that as usual the report and accounts be taken as read. Your directors are pleased to be again able to present a satisfactory statement of the six months' working, and trust that the proposed appropriation of profits will meet with your approval. It is perhaps doubtful whether we shall be able to show such good results in the immediate future, as the recent advent of several additional native-owned steamers to the Canton line has necessitated a material reduction of rates, while on the other hand the heavy fall in exchange has had the effect of largely increasing our running expenses. In order to hold our own, still further reductions may become necessary, so we can only rely upon a greater volume of business to maintain our earnings at their present level. The building of the new steamer *Kishan* is well on the way to completion, and it is the intention of your directors, in conjunction with the China Navigation Company, to organise daily service of three departures to and from Canton as soon as she is ready to take the run. The purchase of the wharf-site at Canton has involved a rather considerable outlay, but in view of the contemplated more frequent arrivals and departures, additional wharfage facilities are an absolute necessity, and we may consider ourselves fortunate in having been able to acquire these properties. The West River trade, I am pleased to say, shows decided improvement, and the recent opening of several additional ports of call will, it is hoped, tend to a still further increase in this branch of our business. I do not think that there is anything in connection with the accounts which calls for special comment on my part. As you will have observed, the premium for the insurance risk carried by the Company is now passed direct to the credit of the depreciation and insurance fund instead of being treated as an available profit, and with regard to our investments I can only say that they remain in the usual sound and satisfactory condition, the shares standing well within their market value and the mortgages showing an ample margin on the sum advanced. As there is another meeting to follow this one I will not detain you with further remarks, but before proposing the adoption of the report and accounts as presented, I shall be pleased to answer any question in connection therewith which shareholders may wish to ask.

There were no questions, and on the motion of the CHAIRMAN, seconded by Mr. STOKES, the report and accounts as presented were adopted and passed.

Mr. MICHAEL then proposed that Mr. Michael's appointment as a director be confirmed. The proposition was seconded by Captain ANDERSON and agreed to unanimously.

Captain CLARKE moved, and Mr. WILCOX seconded, that Messrs. A. O'D. Gordin and W. H. Potts be re-elected as auditors. This motion was also carried without opposition.

The CHAIRMAN intimated that this closed the business of the meeting, and that dividend warrants would be ready on Monday (to-day).

Mr. MICHAEL—Before we separate, I should like to say a few words which, I feel sure, everybody here will endorse. I wish to express our appreciation of the valuable services rendered the Company by our secretary, Mr. Arnold. He has shown himself a very capable custodian of the shareholders' interests, and anybody who has come in contact with him will testify that we cannot have a better man. He is leaving shortly on a well-deserved leave, and I propose that the opportunity should be taken advantage of to present him with some souvenir, in any way that the directors may think fit, whether in the form of a cheque or otherwise, as a token of the shareholders' esteem and confidence. Shall I make a formal motion to this effect, Mr. Chairman, or leave the matter in your hands?

The CHAIRMAN—I think I may safely say on behalf of the members of the Board, that we all endorse everything you have said on the subject, and are very pleased that such a proposal has come from the shareholders in a body.

Mr. MICHAEL—Then I beg to propose that a handsome souvenir be given to the secretary, Mr. Arnold, whether in the form of a cheque or otherwise, as the directors may think fit for the valuable services rendered the Company. I hope somebody will second that.

Mr. STOKES—I have much pleasure in seconding that.

The CHAIRMAN—I think you may safely leave the matter in the hands of the directors.

Mr. MICHAEL—Certainly.

The CHAIRMAN—I take it, gentlemen, as there are no dissentients, you have all agreed to this proposal? (Applause.)

Mr. ARNOLD—Gentlemen, I am very much obliged to you for what has been proposed by Mr. Michael and agreed to by you. It has come very unexpectedly to me, and I had no idea that any such motion would have been brought forward. I can only say that as long as I continue in the service of this Company no efforts will be spared on my part to merit the continuance of your approval.

The proceedings then terminated.

An extraordinary meeting of the shareholders was afterwards held to consider a resolution in relation to the articles of association.

The CHAIRMAN—This extraordinary meeting has been called in order to put before you a resolution to alter the articles of association so as to admit of there being a maximum of nine instead of six at present seven directors, a change which your Board unanimously consider to be in the best interests of the Company and which they recommend. I beg to propose that the articles of association be altered in the manner following—(a) In Article (79) the word "nine" shall be substituted for the word "seven"; (b) in Article (88) the words "nine thousand" shall be substituted for the words "seven thousand."

Mr. SILVA seconded, and the motion was carried unanimously.

The CHAIRMAN—The confirmatory meeting will be held later on. I thank you, gentlemen, for your attendance.

CRICKET.

HILLS v. PLAINS.

After the difficulty experienced in raising teams for this match—as a matter of fact it was not until after a start had been made that the full complement of players could be mustered—it was satisfactory that this game should have turned out to be such an interesting and exciting one. Interesting it was in that good form was shown in both batting and bowling—the fielding as usual leaving much to be desired—and exciting it proved to be in that the Hills having scored 176 runs, the Plains, after losing 9 wickets for 151, gradually crept up to their opponents' total and eventually succeeded in making a tie of it.

The Hills won the toss and batted first. A good start was made and up to the fifth hour the hillmen had matters pretty much their own way. Radcliffe, Bird and Ferrier all showing good form and making useful scores. Ferrier was unlucky in the way he got out. He hit the ball, as he thought, to the boundary and quietly walked between the wickets; meanwhile the ball, which had not actually reached the boundary, was fielded, thrown in, and the wicket put down; and, of course, the poor Colonel had to go. It was unfortunate for him, as he was playing excellent cricket and looked like making a big score. After this, as so often happens, a change came over the game and the rest of the hillmen were dismissed comparatively cheaply, the only men to make double figures being Elborough 17, Gray 13, and Baraby, who was playing as a substitute, 19. Elborough is a very recent arrival in the Colony but he at once proved himself to be an acquisition to the Cricket Club, and when he has got more used to the light and the ground he will doubtless give a very good account of himself. The Hills were eventually dismissed for the creditable total of 176, which might have been considerably less but for the poor fielding of the Plains. The ground fielding generally was very poor and several catches were missed. On the other hand, the brilliant catch by Mackenzie at point that dismissed Elborough must not be overlooked. Mackenzie, too, carried off the honours in bowling and did much better in this department than he had previously done this season, his analysis, 4 wickets for 20, being a very creditable one. There were many who thought the Hills' total too much for the Plains, and even up to the fall of the ninth wicket it looked odds on their winning. I think, however, to a brilliantly hit 61 of Bisset's, who made his runs out of the 89 scored while he was in, an useful innings of 15 by Alenby, 17 by Raymond, and 12 by Greenstock, the total of 176 was gradually approached. Still, when 9 wickets were down for 151, it certainly seemed as if the Hills would win. So well, however, did Gouldsmith hit and Dexter defend his wicket that, run by run, the Hills' total was approached, until, with the score all even, Gouldsmith was caught for an admirable 33. Thus a keen and exciting match ended in a tie. Dixon was by far the most successful of the Hills' bowlers and came out with the excellent analysis of 7 wickets for 49 runs, and it is worth noting that on each of the 7 occasions he found his way to the wicket. The day was a perfect one from a cricketer's point of view and was a delightful change after the weather that has been experienced lately. A fair number of spectators, including several ladies, watched the match with interest. The following are the scores and analyses:—

HILLS.

Capt. Radcliffe, R.E., c. Alenby, b. Dal-
rymple 31

R. E. O. Bird, c. Bedwell, b. Mackenzie 34

Col. Ferrier, A.P.D., run out 23

G. P. Lamont, c. Punnatt, b. Mackenzie 9

J. F. Dixon (Capt.), c. Mackenzie, b. Greenstock 3

A. C. E. Elborough, c. Mackenzie, b. Bisset 17

T. C. Gray, b. Dalrymple 13

W. R. Lamarchand, b. Dalrymple 19

Dr. Baraby, M.M.L., c. Bisset, b. Mackenzie 19

P. T. Lambie, c. b. Mackenzie 8

L. E. Lamont, not out 7

Extras 22

Total 176

PLAINS.

Lt. Alenby, R.N., b. J. T. Dixon 15

Mr. A. H. Bisset, R.N., b. J. T. Dixon 61

Lt. Dalrymple, R.N., b. J. T. Dixon 1

Lt. Raymond, R.N., b. J. T. Dixon 17

A. Mackenzie (Capt.), b. J. T. Dixon 8

Lt. Bedwell, R.N., b. J. T. Dixon 8

Lt. Greenstock, R.N., c. b. Lamarchand 12

Lt. Gouldsmith, R.N., c. b. Lamarchand 33

Lt. Elborough, R.N., c. b. Lamarchand 4

Lt. A. C. Candy, R.N., b. J. T. Dixon 4

Mr. Punnatt, R.N., c. Elborough 0

Rev. A. G. Dexter, R.N., not out 10

Extras 10

Total 176

BOWLING ANALYSIS.

HILLS.

Dalrymple 17 m. 55 r. 3

Bedwell 19 m. 37 r. 1

Alenby 5 m. 14 r. 0

Candy 1 m. 9 r. 0

Greenstock 7 m. 16 r. 1

Mackenzie 7 m. 12 r. 4

PLAINS.

Bird 1 m. 10 r. 0

J. T. Dixon 21 m. 49 r. 7

Lambie 5 m. 38 r. 2

Elborough 21 m. 38 r. 2

L. E. Lamont 3 m. 6 r. 0

Lamarchand 3 m. 10 r. 1

Owing to the fact that Saturday next is the "Off-day" of the races it is doubtful whether it will be possible to arrange a match, but members wishing to play are requested to write their names in the match-book and if sufficient names are forthcoming, a game will be fixed.

CRAGGOWATER C.C. v. SERGEANTS, SHERWOOD FORESTERS.

The return match between the above was played on Saturday at the Happy Valley, and ended in a win for Craggowater C.C. by 4 wickets and 110 runs. The following are the scores and analyses:—

CRAGGOWATER C.C.

M. H. Horton, b. Brompton 34

J. L. Stuart, c. Kennedy, b. Westernman 47

R. Pestonji, c. Kennedy, b. Westernman 10

J. F. Jordan, b. Westernman 27

M. E. Ascor, c. Tucker, b. Kennedy 27

J. D. Kimball, b. Fraser 18

R. Bass, not out 21

L. A. Ross, not out 8

A. A. Remondis, did not bat

F. Drude, Extras 8

Total (for 6 wickets) 183

SERGEANTS, SHERWOOD FORESTERS.

Brompton, b. Pestonji 1

Tucker, c. M. E. Ascor, b. Pestonji 24

Westernman, b. Horton, b. Pestonji 4

Fielding, c. Stuart, b. Pestonji 4

Murphy, c. M. E. Ascor, b. Horton 2

Fraser, b. Horton 2

Arthur, b. Horton 11

James, b. Horton 2

Hayes, b. Horton 0

James, c. Horton, b. Pestonji 0

Kennedy, not out 4

Extras 6

Total 50

BOWLING ANALYSIS.

CRAGGOWATER C.C.

Kennedy 10 m. 40 r. 1

Fraser 7 m. 50 r. 1

Fielding 6 m. 22 r. 0

Westernman 3 m. 29 r. 2

Brompton 3 m. 25 r. 1

SERGEANTS, SHERWOOD FORESTERS.

Pestonji 6 m. 28 r. 4

Horton 5 m. 21 r. 2

FOOTBALL.

SHIELD TIE—V.R.C. v. 78th CO., R.G.A.

In fine weather, and before a good turnout of spectators, these two teams met on Saturday to play their postponed tie in the first round of the Shield Competition. The sides were:—

V.R.C.—Goal, Fittick; backs, R. Lapsley, (capt.), and G. Duncan; halves, J. Craik, J. Wittich, and R. Henderson; forwards, H. A. Sath, A. Humphreys, E. R. Horton, H. S. Holmes, and H. W. Sawyer.

78th Co.—Goal, Spindley; backs, Laughran and Boyle; halves, Smith, Ely, and Mooney; forwards, Catterall, Gibbin, Wells, Thom, and Riley.

Referee—Mr. Triggs.

Losing the toss, the V.R.C. kicked off with the sun in their faces. They assumed the aggressive at the outset, and secured a corner, which was left unimproved. For quite five minutes they kept their opponents on the defensive, and when the R.A.'s did get away they were quickly pulled up for offside. Foul throws were frequent, both sides offending in this respect. The first incident worthy of note was a hard ground shot from Horton, which Spindley kicked clear. A little later Sawyer struck one of the uprights with a good try from the wing.

The R.A. custodian, who was kept on his mettle, played a sterling game, clearing some dangerous shots that but for his carelessness would have opened the scoring in favour of the V.R.C. The latter kept their ground pretty well clear, but a breakaway on the R.A.'s left followed by a corner on their right, put Fittick on the qui vive. Horton followed Holmes in an attempt to relieve, and succeeded in bringing the players to the other end of the field, where he outwitted the backs, and following up his own pass, recaptured the ball and found the inside of the net, the effort being deservedly applauded.

'He R.A. got a foul in V.R.C. ground near the centre-mark, but gained nothing, by the free kick and their opponents again clustered in uncomfortable proximity to Spindley, whose anxiety was played by the ball eventually going over the bar from Sawyer's foot. The V.R.C. were again invading when the interval arrived, the score then standing—V.R.C., 0.

Resuming with a determination, apparently, to equalise, the R.A. forwards were down opposition and paid a call to Fittick, who kicked the first shot clear and saw the other rebound behind the net from the crossbar. The V.R.C. replied with a dash on their left wing which the R.A. defence negotiated. The ball then travelled along the Artillery's right, and whizzed across towards Fittick, who found it unnecessary to handle, the leather striking the side of the net. The game was now of a more equal character, and consequently of greater interest to the spectators, who applauded further exhibitions of skill on the part of Spindley in repelling attacks by the V.R.C. The former on-side aspect of the game, however, soon made itself evident again, and coincidentally some "gallery" play on the part of Horton, who might have utilised his opportunities to the better advantage of his side. He regained favour, however, by a brilliant piece of single-handed work, taking the ball from mid-field to within easy shooting distance of the Artillery's goal, where he was blocked by and lost the leather to Boyle. Spindley next spilt cleverly a corner kick, but by Sgt. Humphreys, and Horton, this being one of the occasions when the V.R.C. did not leave all the work to one man. A. do later a swift ball from Horton out the corner of the cross-bar, and from the goal-kick the R.A. made a spur which also ended abortively in this case one of the uprights being struck. The R.A. were a poor lot, taking them all through, and with a less capable goalkeeper would have sustained a more crushing defeat than that represented in the result. It must be admitted, however, that they had hard luck in not scoring just on time, Fittick having to set out an accurately placed shot from the left wing.

Result—V.R.C., 1; 78th Co., R.G.A., 0.

GOERZ'S PATENT STEREO BINOCULAR COMBINES.

1. OPERA GLASS, MAGNIFYING 2½ TIMES.
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THE DEFINITION GIVEN BY THESE CAMERAS IS SO PERFECT THAT ENLARGEMENTS UP TO 10 BY 8 CAN BE MADE FROM THE NEGATIVES.

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ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 9th February, 1903.

LATE TELEGRAMS.

NEWS VIA SHANGHAI AND JAPAN.

GERMANY AND FRANCE.

London, 21st January.

Addressing the Reichstag, Count von Büllov highly complimented the French nation for its brilliant qualities and eminent services in the cause of civilisation. The Chancellor promised the House that it was his intention to carefully cultivate friendly relations with France.

VENEZUELAN AFFAIRS.

London, 21st January.

The Venezuelan revolutionists have attacked Cora. There was desperate fighting, lasting ten hours, but the result is not stated.

London, 23rd January.

The attack on the Fort at San Carlos was renewed yesterday, the fort replying. Vehement feeling has been generated in the United States by the events connected with the bombardment, and the leading journals are filled with denunciations of German action. The Germans are charged with exhibiting a truculent spirit and with having been guilty of an infraction of the rules of modern warfare.

Mr. Bowen, U.S. Minister to Venezuela, who is now in Washington to conduct negotiations on behalf of Venezuela, asserts that the situation is seriously jeopardised. A protest by the Washington Government is possible.

All Venezuelans have been summoned to arms to repel the invasion.

Sixteen hundred German shells were fired. Half of the number miscarried.

London, 24th January.

Baron von Richthofen, the German Minister for Foreign Affairs, has assured the Reichstag that the German commander is acting with due propriety and is only maintaining the honour of the German flag.

The people of the United States are exasperated. Secretary Hay has offered deterrent suggestions.

London, 25th January.

The German warships have withdrawn from the scene of the recent hostilities, and the contest has been suspended. The fort of San Carlos remained unconquered.

A battle took place on Saturday in the vicinity of Puerto Cabello, and resulted in a victory for the revolutionists.

London, 28th January.

Competing French and American banks are offering to undertake the debts of Venezuela on the security of the customs. Negotiations for a settlement are proceeding satisfactorily.

Hongkong, 9th January, 1903. [346]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN
A CHIEF & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and Exporters, Teakwood Furniture, Blackwood, Jewellery, etc., highest grade, best and cheapest. 8, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hong Kong.

PHOTOGRAPHER

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Engraving and Grayton Engravings and also colouring Photos and relief Photos. Views of China and Manila. Work done at 2nd floor, No. 8, Queen's Road Central.

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Navy Contractors, Sailmakers, Provision and Coal Merchants. Sole Agents for Hartmann's Refrigerators. Commission Re-Import Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, etc. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provision, Coal Merchants, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Voeux Road.

MORRIS & SEMMUND,
43 and 45, Des Voeux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers. Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blundell's Spence & Co.'s Commission.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of Watches and Clocks by competent European experts at moderate rates.

RACE HOLIDAYS

THE Undermentioned Banks will open for the transaction of Public Business at 11 A.M. and close at 11.15 A.M. TO-MORROW (TUESDAY), WEDNESDAY and THURSDAY, the 10th, 11th and 12th instant, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

T. COCHLANE, Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

J. H. M. SMITH, Chief Manager.

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GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCHANTS BANK OF INDIA, LIMITED.

EVAN ORMISTON, Acting Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

G. MAYALL, Acting Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, TAIRO HODSUMI, Manager.

For the IMPERIAL BANK OF CHINA, E. W. LUTHER, Manager.

For the DEUTSCHE-ASIAATISCHE BANK, H. FIGGE, Manager.

For the RES-CHINESE BANK, J. W. L. TAYLOR, Representative in Hongkong.

For the GUARANTY TRUST COMPANY OF NEW YORK, E. F. GROS, Acting Manager.

For the INTERNATIONAL BANKING CORPORATION, CHAS. E. SCOTT, Manager.

Hongkong, 6th February, 1903. [44]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting. The Best Nitro-powder in the World. PRICE OF 12-BOLT CARTRIDGES:—

Loaded with Nitro Powder. Powder only, and 1 lb. of Shot.
Primrose Cases ... \$1.25
Pegmatite Cases ... 6.50
Lector Brass Cases ... 7.50

Apply to—WM. SCHMIDT & CO., Gunsmiths, Hongkong.

Hongkong, 3rd July, 1902.

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the 1st JANUARY, 1903, the SUBSCRIPTION to the "HONGKONG DAILY PRESS" will be as follows:—

PER QUARTER ... \$9
PER MONTH ... \$3

ALFRED CUNNINGHAM, Manager.

Hongkong, 9th December, 1902. [232]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1903. [18]

HOTELS

THOMAS' HOTEL.

NO. 2, QUEEN'S ROAD CENTRAL.

THIS Hotel, having changed hands, has been re-fitted after the style of a First Class European Hotel, with rooms en suite and single, furnished with every regard to perfect comfort and convenience. The Hotel is in very close proximity to the principal Banks and Shipping and Mercantile Offices.

MODERATE TARIFF.
Hongkong, 20th December, 1902. [10]

THE QUEEN'S HOTEL.

ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria.

A First-class Hotel with thirty-five very Bedrooms.

Board and Residence:—
By the day ... From \$5 to \$7.00
month ... \$90 to \$120.00
for Married Couple ... \$18.00.00.

Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thursdays Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.

H. RUTTONJEE, Proprietor.

Hongkong, 25th November, 1901. [3195]

HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL in Macao. Beautifully situated in Praya Grande, near to Government House.

Telegraphic Address: "Internacional."
Apply to—

THE MANAGER.

Hongkong, 4th October, 1902. [31]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea from the front. Comfortable and well-furnished Bedrooms. Cuisine Excellent. Prompt Attendance.

Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address: "HINGKEE" Tel 184.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1903.

TO-MORROW (TUESDAY), WEDNESDAY, THURSDAY AND SATURDAY (OFF-DAY).
10th, 11th, 12th and 14th FEBRUARY.

TICKETS of admission to the GRAND STAND and ENCLOSURE may be obtained from a Messrs. KELLY & WALSH, Ltd., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day.

Tickets for the Off-Day, \$2.
No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

J. GRANT, Secretary.

Hongkong, 4th February, 1903. [317]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 10th, 11th, 12th and 14th instant.

An Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which are being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

J. GRANT, Secretary.

Hongkong, 4th February, 1903. [418]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACECOURSE during the Race Day WITHOUT TICKETS, which can be had on application to the Under-Signed.

J. GRANT, Secretary.

Hongkong, 4th February, 1903. [419]

HONGKONG JOCKEY CLUB.

NOTICE TO MEMBERS.

A ONE DAY'S RACE MEETING will be held early in APRIL next, provided sufficient entries are received. Particulars and Conditions as to Programme will appear later.

By Order, A. S. ANTON, Acting Clerk of the Course.

Hongkong, 24th January 1903. [337]

THE TANJONG PAGAR DOCK COMPANY, LIMITED.

SINGAPORE.

TO CONTRACTORS.

THE TANJONG PAGAR DOCK COMPANY, LIMITED, Singapore, is prepared to receive TENDERS for the construction or completion of a NEW GRAVING DOCK at Keppel Harbour in Singapore, of the following dimensions, viz:—

Length ... 400 feet.
Width at entrance, at all levels ... 56 "

Depth on sill below H.W.O.S.T. ... 20 "

as shown in the Drawings and described in the Specification.

Specification and Plans of the proposed Dock may be seen at the Office of the Company in Singapore.

The Company does not bind itself to accept the lowest or any Tender.

Tenders shall be for a cash payable in Singapore, in Singapore currency.

Sealed Tenders addressed to the undersigned, will be received up to the 28th day of February, 1903.

By Order of the Directors, W. O. MIVEN, Secretary.

The Tanjong Pagar Dock Company, Limited.

Singapore, 21st November, 1902. [3278]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong 3rd October, 1900. [36]

THE PERSIAN GULF.

Some of the English critics who demur to the main conclusions of Captain Mahan's remarkable article on the Persian Gulf in the September number of the *National Review* contend that, as the Persian Gulf is an open sea to whose shores Britain holds no territorial title, we could not oppose the occupation of any part of it by another Power acting in agreement with the titular owners without the assumption on our part of a privileged position in and of special rights over its waters for which there would be neither precedent nor justification. Such a claim might indeed be unprecedented, writes the *Times* special correspondent who has been publishing a series of articles on the "Middle East"; but so also are the circumstances of the case. Though they have been exhaustively set forth in Lord Curzon's *Persia*, they seem, however, to be still but imperfectly appreciated at home. Yet any one who has visited the Persian Gulf and studied the peculiar position we occupy there to-day, together with the events which have led up to it, would, I think be puzzled to find even a distant parallel to it. In what other sea has a Power with no territorial title to its shores discharged for a whole century all the duties which accompany territorial ownership of the shores, and which, had we not undertaken to discharge them, would have remained undischarged? Or what Power would have so discharged them without seeking a single exclusive advantage for itself in return for the sacrifices of life and treasure which it had thus incurred? If the Persian Gulf is to-day in the fullest sense an open sea to which the commerce and shipping of all nations have liberty and security of access on any errand of peace, it is so solely as the result of a century of British effort. In the 17th and 18th centuries the Persian Gulf was the arena of successive conflicts between the early pioneers of East Indian adventure—Portuguese, Dutch, French, British; but at the beginning of the 19th century the European factories which they had in turn established at different points of the coast had disappeared, and a long period of internal turmoil in Persia had reduced to a mere shadow the authority of the only Oriental monarchy which had ever exercised effective power on its shores. The whole littoral north and south from the mouth of the Tigris to the Indian Ocean was in the hands of petty Arab rulers, who were either independent tribal chieftains or yielded merely some nominal allegiance. Almost all these Arab tribes, settled from more or less remote periods along the Gulf, had imported on to its waters the predatory habits of the desert. Their armed dhows—ranged the Gulf and its approaches, and had grown almost as formidable to peaceful mariners as were ever the Barbary corsairs. Of the magnitude of the task upon which Great Britain entered when she undertook to restore peace and order in those lawless waters some idea may be gathered from the fact that within little more than one decade, between 1810 and 1821, besides the naval forces constantly maintained in active service, three large military expeditions, one of them of 3,500 men, had to be despatched from India before the Jowassi corsairs were subdued and a decisive blow dealt to the prestige and popularity of piracy. Several decades more elapsed, however, before the Arabs were taught to prefer the peaceful ventures of trade and of pearl fishing to the more exciting pursuits of slave-raiding and buccannery. Even now it requires the vigilance of the ubiquitous British gunboat to prevent sporadic outbreaks of the old predatory instinct, for though both Persia and Turkey have been prompt enough to take advantage of the work of pacification done by British hands along the coast and to demand recognition of their authority from the tribes whose powers of armed resistance we had already broken, neither of them has been able or willing to afford the slightest effective co-operation in securing the peace of the sea. To the present day not only is every merchantman that plies for trade, whatever his flag may be, indebted to the police-work patiently accomplished by generations of British ships for that peaceful access to peaceful markets which he now enjoys as a matter of course, but he owes equally to their labours everything that has been done to diminish the natural perils and difficulties of navigation. The only surveys upon which the greater part of his charts have been compiled have been carried out by the British Navy or the Indian Marine. A British company, the British Indian Steam Navigation, has laid the only buoy and safe anchorage, and keeps up the only beacons which yet light the chief roadsteads. The Indian Government have laid and maintained the only cables by which communication can be had with the outer world. When a Russian man-of-war visits Bandar Abbas to study the possibility of converting it into another Port Arthur, when a French squadron goes to Muscat to intimidate one of our oldest allies into the cession of a coaling station, or when German engineers come down to the Gulf to prospect for a terminus to the Baghdad railway, they are each and all drawing upon the accumulated work of British pioneers in the strange and inhospitable waters. It is above all the *post Britannica* we have invariably established on land and on water up and down the whole coast which has restored, with the industries of peace, whatever measure of prosperity the native population now enjoys, and revived the internal and external trade in which the enterprise of all nations is free to take a share.

It is impossible to estimate the actual cost in money and in blood at which that *post Britannica* has been established, but, when one considers the naval expenditure it has annually involved for over a hundred years, the military expeditions which it has from time to time necessitated, the political establishments whose work largely consists in securing the observance of the many covenants and treaties under which the tribes have been bound over to us to keep the peace or voluntarily refer their local differences to us for arbitration and settlement, and last, but not least, the heavy and often unobtainable strain to which the climate of one of the hottest regions in the world subjects the constitution of European residents, the cost must unquestionably have been very great. Yet, great as it has been, we have derived no material advantage for ourselves beyond those which British trade and British shipping can reap from the freedom and security of commerce and navigation in open competition with the rest of the world; we have claimed no direct compensation, no exclusive privileges; we have not only refrained from turning to account the absence of any effective authority along the coast in order to make territorial acquisitions for ourselves, but, perhaps with more generosity than usual, we have tolerated, and even encouraged, the establishment of effective authority by both Turkey and Persia without any guarantee that it might not be eventually used to our detriment.

We have acted in this matter solely under a self-denying ordinance, for the opportunities we have had in the course of the last hundred years for giving a territorial sanction to the authority we have exercised in the waters of the Persian Gulf have been unlimited. In fact, as one travels down the Gulf one passes point after point which we have occupied at some time or other during the last century, but not one of them have we retained after the necessity for temporary occupation appeared to have passed away.

HIGH TREASON.
A correspondent writes to the *Times*:—"I observe at the preliminary proceedings of the Lynch trial the Lord Chief Justice, in charging the grand jury, remarked:—'It was, he thought, 62 years since a grand jury in England had been called upon to deal with a charge of high treason. As a matter of fact, however, the last occasion was at Reading Assizes in April, 1841, when a madman named Roderick Maclean was committed to a prison for a term of years.' Our late Queen. Possibly it may not be inopportune to mention that not since 1841 has the full penalty been imposed, and carried into execution in England, for high treason, when in May of that year Thistlewood and four other conspirators forfeited their lives in front of the Old Bailey." Sir Harry Poland, K.C., however, replied to this letter as follows:—"Your correspondent T. M. T., in the *Times* of to-day, states that the Lord Chief Justice, in charging the grand jury in Lynch's case, remarked:—'It was, he thought, 62 years since a grand jury in England had been called upon to deal with a charge of high treason.' He then proceeds to correct the Lord Chief Justice by referring to Maclean's case, which was a case of high treason tried at Reading Assizes in April, 1842. Will you allow me to point out 'as a matter of fact' that T. M. T. has misrepresented (do doubt unintentionally) what the Lord Chief Justice really said? I find, on referring to the *Times* of December 20, that 'The Lord Chief Justice, in the course of his charge to the grand jury, said it was some 62 years since a grand jury of London had had to deal with a charge of high treason.' The Lord Chief Justice was perfectly correct in what he stated, as he clearly had in his mind Oxford's case, which was a case of high treason tried at the Central Criminal Court in July, 1840. Every English lawyer is well acquainted with Maclean's case, which was much discussed in legal circles at the time in consequence of Sir Charles's Government having determined to have the prisoner tried for high treason instead of on a minor charge, and also in consequence of the special arrangements which had to be made for a State trial before the two Judges of Assize, Lord Chief Justice Coleridge and Mr. Baron Huddleston."

Heroic
measures only can check the advance of
Cholera
Don't trifle with unknown remedies, nothing yet tried equals.
Painkiller
PERRY DAVIS.

HONG CHEONG & CO.,
TAILORS, DRAPERS AND OUTFITTERS.
ESTABLISHED IN HONGKONG FOR OVER 30 YEARS.
Clothing made to fit to perfection. Silk Goods of all kinds. Chinese Grass Cloth and Embroidery.
Address—Nos. 60 and 62, QUEEN'S ROAD CENTRAL (South side).
Hongkong, 6th September, 1902. [239]

FRESH MILK.
IT IS HEREBY NOTIFIED that on and after the 10th instant FRESH MILK can be obtained at No. 41, HOLLYWOOD ROAD, at the rate of 12 CENTS PER PINT.
ASSA SINGH.
Hongkong, 7th February, 1903. [459]

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Dock and Boilers.
Call Flag W.
J. W. KEW, Manager.
20, Des Voeux Road.
Hongkong, 15th June, 1902. [333]

CRACA & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 63, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums, Pictorial Post Cards: Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Photo type and Coloured Colotype. Assortment of Postage Stamp Albums, Louises, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference.
[255]

LADIES' GLOVES. SPECIAL OFFER.
FOWNES' BLACK SUEDE GLOVES FOR EVENING WEAR, \$2.25 PER PAIR.
DENTS' WHITE PARIS CASTOR FOUR-BUTTON, STITCHED WHITE OR BLACK, \$1.25.
THE ABOVE ARE BEING CLEARED BELOW COST AND ARE THIS SEASON'S STOCK.
W.M. POWELL, LD.,
GENERAL DRAPERS,
34, QUEEN'S ROAD, OPPOSITE POST OFFICE. [44]

THREE CASTLES CIGARETTES
IN PATENT AIR-TIGHT TINS.
CAPSTAN TOBACCO
IN PATENT AIR-TIGHT TINS.
THREE STRENGTHS: MILD, MEDIUM AND FULL.
THESE BRANDS ARE ALWAYS RELIABLE.
TOBACCO IN FINE CONDITION IN ALL CLIMATES.
MADE BY
W. D. & H. O. WILLS.
BRANCH
BRITISH-AMERICAN TOBACCO COMPANY, LIMITED. [43]

THEODORO VAFIADIS & CO.
MANUFACTURERS OF HIGH-CLASS. FACTORY: CAIRO, EGYPT.
EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace).
PURVEYOR TO THE BRITISH FIELD FORCE CATERERS IN SOUTH AFRICA.
BRANCHES:
Bombay ... 20, Esplanade Road.
Calcutta ... 4, Dalhousie Square.
Rangoon ... 72, Merchant Street.
London ... 19, Basinghall St. E.C.
ALWAYS FRESH AND RELIABLE AT THEIR AGENTS.
MESSRS. KRUSE & CO., HONGKONG. [61]

NOBEL-GLASGOW EXPLOSIVES.
DYNAMITE.
GELATINE-DYNAMITE.
BLASTING GELATINE AND GELIGNITE.
DETONATORS, SAFETY FUSE.
AND ALL BLASTING ACCESSORIES.
MAGAZINES AND DEPOTS AT
HONGKONG, SHANGHAI, WEIHAIWEI.
AGENTS—
JARDINE, MATHIESON & CO.
[325]

JAPAN COALS.
mitsui BUSSAN KAISHA
mitsui & co.
HEAD OFFICE:—43, BAKANCHO, TOKYO.
LONDON BRANCH:—24, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 100, HOFSE STREET.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimizu, Moji, Wakamatsu, Kanon, Nagasaki, Kuchiketu, Suho, Mitozuru, Niike, Hakodate, Taipei, &c.
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SOLE PROPRIETORS of the Famous Mito, Kagawa, Yamano and Ida Coal Mines; and **SOLE AGENTS** for Hokkaido, Iwate, Kanagawa, Kishima, Mameda, Mannoura, Oomura, Otsuji, Esanaru, Tsurukawa, Yoshimoto, Yonino, Yanokura, and other Coal.
N. INUZUKA, Manager, Hongkong.

PURE FRESH WATER
THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Dock and Boilers.
Call Flag W.
J. W. KEW, Manager.
20, Des Voeux Road.
Hongkong, 15th June, 1902. [333]

HIGH-CLASS CHRISTMAS CAKES, decorated ... from \$1.00
Plain Christmas Cakes ... 0.60
German Sand Cakes ... from \$1 to \$5.00
Assorted Pastry Cakes ... per dozen 0.60
Suet Buns ... from 1.50
Frieden Stollen ... 2.00
Mince Pies ... per dozen 2.40
Chicken and Ham Pies ... from 3.00
Chicken and Ham Patties ... from 2.40
Game Pies ... from 5.00
Christmas Puddings, &c., to Order.
Please apply to WEISMAN & CO., 142, Praya East; ANGLO-AMERICAN STORES, 64, Elgin Road; or ROYAL ERATED WATER DEPOT, 100, House Street.
Hongkong, 19th December, 1902. [117-1]

FOR SALE.
ONE NEW EDISON (LATEST No. 71) OSCILLATING MIMEOGRAPH, with ACCESSORIES.
Apply to—
THE ROBINSON PIANO CO., LD.
Hongkong, 4th February, 1903. [427]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and these vessels berthed at the Kowloon Wharf, 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via MARSEILLES	TELEMACUS	Brit. str.	—	C. D. Bennett, R.N.R.	BUTTERFIELD & SWIRE	Tomorrow.
LONDON, via PORTS OF CALL	COLOMANDEL	Brit. str.	—	—	P. & O. S. N. Co.	On 14th inst. at Noon.
LONDON	PROTEUS	Brit. str.	—	W. Hayward	BUTTERFIELD & SWIRE	On 17th inst.
LONDON & ANTWERP via SINGAPORE, &c.	CEYLON	Brit. str.	—	—	P. & O. S. N. Co.	On 18th inst. at Noon.
LONDON & ANTWERP, via GENOA	GLENGYLE	Brit. str.	—	T. Darke, R.N.R.	McGREGOR BROS. & CO.	On 25th inst.
LONDON via GENOA	DIOMED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd March.
LONDON	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th March.
LIVERPOOL	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st March.
MARSEILLES, &c., via PORTS OF CALL	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
MARSEILLES, LONDON & ANTWERP, &c.	KINTUCK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th March.
MARSEILLES & ANTWERP	SALAZIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th March.
BREMEN, via PORTS OF CALL	SANUKI MARU	Jap. str.	2 m.	W. Townsend	MESSAGERIES MARITIMES	On 1st inst. at Daylight.
HAVRE, BREMEN & HAMBURG	STUTTGART	Ger. str.	2 m.	—	NIPPON YUSEN KAISHA	On 28th inst. at Noon.
HAVRE & HAMBURG	WURZBURG	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst. at Noon.
HAVRE & HAMBURG	C. FRED. LAEISZ	Ger. str.	—	—	MEYER & CO.	On 15th inst.
HAVRE & HAMBURG	BANDER	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th March.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 7th April.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 21st April.
TRIPOLI, &c., via SINGAPORE, &c.	KOREA	Rus. str.	—	—	MEYER & CO.	On or about 24th inst.
NEW YORK via SUEZ CANAL	AUSTRIA	Aus. str.	—	—	SANDER, WIELER & CO.	On 17th inst. at Noon.
NEW YORK via SUEZ CANAL	INDRADEO	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 14th inst.
NEW YORK via SUEZ CANAL	GIBRALTAR	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 14th inst.
NEW YORK, via PORTS & SUEZ CANAL	SRIMOSA	Brit. str.	2 m.	—	DODWELL & CO. LD.	About 25th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 11th inst. at Noon.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 25th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	RIJUN MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	SHAWMUT	Brit. str.	—	W. M. Smith	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ACHILLES	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst.
PORTLAND, OREGON	YUO MARU	Jap. str.	2 m.	C. H. Butler	PORTLAND & ASIATIC S.S. CO.	On 16th inst.
AUSTRALIAN PORTS	INDRAPURA	Brit. str.	—	Hollingsworth	BUTTERFIELD & SWIRE	On 25th inst.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	EMPIRE	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 5th March, at Noon.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	CANDIA	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On or about 22nd inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	BOMBAY MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	KAMAKURA MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	KUMANO MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 27th inst. at Noon.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	ANNAN	Fren. str.	—	Girard	MESSAGERIES MARITIMES	On or about 9th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	HANGCHOW	Brit. str.	—	—	P. & O. S. N. Co.	On 15th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	BENGAL	Brit. str.	—	A. L. Valentini	BUTTERFIELD & SWIRE	On 15th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	HUNAN	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 11th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	DAIMO MARU	Jap. str.	1 m.	T. Orita	OSAKA SHOSHEN KAISHA	On 11th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	ANPING MARU	Jap. str.	1 m.	I. Goto	DOUGLAS LAUREL & CO.	On 14th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	THALES	Brit. str.	—	Robson	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	KAI ONG	Brit. str.	—	—	TOYO KISEN KAISHA	On 14th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	ROSETTA MARU	Jap. str.	2 m.	N. Tate	JARDINE, MATHESON & CO.	On 14th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	YUENSANG	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	YUENGIANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 14th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	RUBI	Brit. str.	—	R. W. Almond	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	TAINAN	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 14th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	ZAFIRO	Brit. str.	2 m.	R. Rodger	JARDINE, MATHESON & CO.	On 14th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	KUMANG	Brit. str.	—	—	CARLOWITZ & CO.	On 14th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	CAPHI	Ital. str.	—	Belitto	NIPPON YUSEN KAISHA	On 14th inst.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 14th inst.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

TEAMERS	DESTINATIONS	SAILING DATES
WURZBURG	HAVRE, BREMEN and HAMBURG	On 15th Feb. Freight & Passengers.
C. FRED. LAEISZ	HAVRE and HAMBURG	On 26th Feb. Freight.
BAMBERG	HAVRE and HAMBURG	On 10th Mar. Freight.
Capt. Kirchner	(Calling at Singapore and Colombo)	
ANDALUSIA	HAVRE and HAMBURG	On 24th Mar. Freight.
Capt. von Döbelen	(Calling at Singapore and Penang)	
KONIGSBERG	HAVRE and HAMBURG	On 7th April. Freight & Passengers.
Capt. Mayer	(Calling at Singapore and Colombo)	
SAMBIA	HAVRE and HAMBURG	On 21st April. Freight.
Capt. Schmidt	(Calling at Singapore and Penang)	

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	TEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	COLOMANDEL	Noon, 14th	See Special
SHANGHAI	C. D. Bennett, R.N.R.	February	Advertisement.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BENGAL	On 15th	Freight or Passage.
YOKOHAMA, via SHANGHAI, NAGASAKI, MOJI and KOBE	CANDIA	About 22nd	Freight only.
(Passing through the Inland Sea)	E. G. Andrews	February	

PASSENGER SEASON 1903.
For MARSEILLES, PLYMOUTH, and LONDON DIRECT } MALTA, 6,064 Tons, 28th March.
Without Transshipment }
For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 6th February, 1903.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

TEAMERS	DESTINATIONS	SAILING DATES
RIJUN MARU	VICTORIA, B.C. and SEATTLE	TUESDAY, 10th Feb. at 4 P.M.
N. Ohno	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	
KAMAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 13th Feb. at DAYLIGHT.
H. Petersen	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 21st Feb. at DAYLIGHT.
SANUKI MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 24th Feb. at NOON.
W. Townsend	MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Feb. at NOON.
KAGOSHIMA MARU	VICTORIA, B.C. and SEATTLE	TUESDAY, 24th Feb. at 4 P.M.
K. Kori	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	
BOMBAY MARU	KOBE and YOKOHAMA	FRIDAY, 27th Feb. at DAYLIGHT.
T. Murai	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 27th Feb. at NOON.
IYO MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 27th Feb. at 4 P.M.
INABA MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 27th Feb. at 4 P.M.
W. Bainbridge	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 27th Feb. at 4 P.M.
KUMANO MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 27th Feb. at 4 P.M.
E. W. Haswell	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 27th Feb. at 4 P.M.
KASUGA MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 27th Feb. at 4 P.M.
H. Fraser	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 27th Feb. at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.
A. S. MIHARA, Manager.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ALEX. SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LEAVE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

TEAMERS	SAILING DATES
STUTTGART	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 14th March
HAMBURG	WEDNESDAY 15th March
PRINZ HEINRICH	WEDNESDAY 1st April
SACHSEN	WEDNESDAY 15th April
KLAUSCHOU	WEDNESDAY 27th May
BAYERN	WEDNESDAY 27th May
ROON	THURSDAY 11th June
PRINZ REG. LUTPOLD	THURSDAY 25th June
GNEISENAU	THURSDAY 9th July
PREUSSEN	THURSDAY 23rd July
HAMBURG	THURSDAY 6th August
PRINZ HEINRICH	THURSDAY 6th August

ON WEDNESDAY, the 13th day of February, 1903, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain F. Grosch, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 16th February. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 17th February, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 17th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

Hongkong, 5th February, 1903.

THE AMERICAN SYSTEM

OF

DENTISTRY

DR. M. H. CHAUN.

33, DES VOUX ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th March, 1902.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 22nd September, 1902.

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CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TEAMERS	TONS	SAILING DATES
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 11th Feb. 4.42 P.M.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 25th Feb. 4.42 P.M.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 11th Mar. 4.42 P.M.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 18th Mar. 4.42 P.M.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 1st April 4.42 P.M.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April 4.42 P.M.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 6th May 4.42 P.M.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 13th May 4.42 P.M.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May 4.42 P.M.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey as compared with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent.

Hongkong, 25th January, 1903.

NORTHERN PACIFIC STEAMSHIP CO

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

SHAWMUT W. M. Smith 9,605 February 17th

LYRA J. Panten 4,417 March 10th

VICTORIA J. Panten 3,502 March 17th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,

GENERAL AGENTS.

Hongkong, 26th January, 1903.

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VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUETTES-POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"CHINGWO"	On 8th February.
GLASGOW and LIVERPOOL	"MACHAON"	On 11th February.
GLASGOW and LIVERPOOL	"NESTOR"	On 14th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 17th February.
GLASGOW and LIVERPOOL	"KINTUCK"	On 25th February.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 6th March.

FOR	STEAMERS	TO SAIL
LONDON via MARSEILLES	"TELEMACHUS"	On 10th February.
LONDON via GENOA	"PROMETHEUS"	On 17th February.
LONDON via GENOA	"DIOMED"	On 3rd March.
LONDON via GENOA	"MACHAON"	On 17th March.
LONDON via GENOA	"GLAUCUS"	On 31st March.

LIVERPOOL BERTH.	STEAMERS	TO SAIL
LIVERPOOL	"DARDANUS"	On 21st February.
LIVERPOOL	"KINTUCK"	On 29th March.

MARSEILLES and ANTWERP	STEAMERS	TO SAIL
MARSEILLES and ANTWERP	"PYRRHUS"	On 28th February.

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, via
NAGASAKI, KOBE & YOKOHAMA.
The S.S. "CHINGWO" left Singapore on the 2nd inst., and is expected here on the
4th inst.
The S.S. "TELEMACHUS" left Shanghai on the 7th inst., and is due here on the 10th
inst., A.M.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 9th February, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"HUNAN"	On 9th February.
SHANGHAI	"HANGCHOW"	On 9th February.
YOKOHAMA and KOBE	"CHANGSHA"	On 11th February.
MANILA	"SUNGKIANG"	On 12th February.
CEBU and ILOILO	"KAIFONG"	On 14th February.
MANILA	"TSINAN"	On 16th February.

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY and MELBOURNE.
The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is on board.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
See Special Advertisement.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 9th February, 1903. [11]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
FOR TAMSUI, VIA SWATOW
AND AMOY
FOOCHOW, VIA SWATOW
AND AMOY
The Co.'s new Steamers are specially designed for the coast trade of South China and
are fitted with all modern improvements. Excellent accommodation is provided
for first-class passengers, and a daily qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the
Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at
Tamsui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's
steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's local Branch Office at
No. 2, Des Vaux Road Central.
Hongkong, 4th February, 1903. [15]
T. ARIMA, Manager.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOJI, KOBE
AND YOKOHAMA FOR
PORTLAND, OREGON
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP
Tons. CAPTAIN TO SAIL ON
"INDRAPURA" 4,899 A. E. Hollingsworth February 25, 1903
"INDRASAMHA" 5,197 H. P. Craven March 16, 1903
"INDHARELLI" 4,899 W. E. Craven April 16, 1903
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 27th January, 1903. [14]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon midships. Electric Light. Perfect
Cuisine. Surgeon carried. All the most up-to-date arrangements for
comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila Direct.	On 13th Feb., at Noon.
ZAFIRO	2540	R. W. Almond	Manila Direct.	On 20th Feb., at Noon.
PERLA	1980	J. McGinty		
DIAMANTE	1980	A. H. Noley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 7th February, 1903. [17]

TOYO KISEN KAISHA MANILA LINE.



REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
ROSETTA MARU	N. Tate	3870	Tuesday, 10th February, at Noon.
ROHILLA MARU	E. P. Bishop	3869	Saturday, 14th February, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.
Hongkong, 9th February, 1903. [16]
K. NAKASHIMA, Manager.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUMSANG."
Captain Buller, will be despatched as above
on THURSDAY, the 12th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 8th February, 1903. [453]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Italian Line Companies.)

STEAM FOR BOMBAY via SINGA-
PORE AND PENANG.

Having connection with Company's Mail Steamers
to ADEN, SUEZ, PORT SAID, MESSINA,
NAPLES, LIGORNO and GENOA, also VENICE
and TRIESTE, all MEDITERRANEAN,
ADRIATIC, LEVANTINE and SOUTH
AMERICAN PORTS to CALAO.
(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship

"CAPRI"
Captain Belsito, will be despatched as above
on FRIDAY, the 13th inst., at Noon.
At Bombay the Steamer is discharging in
Victoria Dock.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd February, 1903. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BARATIA, PERSIAN GULF, CONTINENTAL,
AMERICAN and SOUTH AFRICAN PORTS.
THE Steamship

"COROMANDEL."

Captain C. D. Bennett, A.M.S., carrying His
Majesty's Mail, will be despatched from this
for Bombay, on SATURDAY, the 14th February,
at Noon, taking passengers and cargo for the
above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.
Parcels will be received at this Office until
4 p.m. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 3rd February, 1903. [1]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"GIBRALTAR."

Captain D. Morris, will be despatched for the
above ports on or about SATURDAY, the 14th
February.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 9th January, 1903. [28]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
FRIEDLAND (DIRECT).
Calling at SINGAPORE, PENANG, RAN-
GOON, COLOMBO, BOMBAY, ADEN,
SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship

"AUSTRIA."

Captain Colledani, will be despatched as above
on TUESDAY, the 17th February, P.M.
The Steamer has capital accommodation
for Passengers, Electric Light, and carries a
Doctor.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 5th February, 1903. [22]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND
BALTIC PORTS.

THE Russian Steamer

"KOREA."

Captain Permits, will leave for the above ports
on or about the 24th inst.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 7th February, 1903. [456]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"INDRADEO."

Captain Esterbrook, will be despatched as above
on or about the 10th February.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 8th January, 1903. [198]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP,
via GENOA.

THE Steamship

"GLENGYLE."

Captain T. Darke, R.N., will be despatched as
above on WEDNESDAY, the 25th inst.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Hongkong, 5th February, 1903. [453]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG,
1903.

"SHIMOSA" ... About 28th February.

"THORDIS" ... 15th March.

For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 4th February, 1903. [3494]

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND
PORTS, and taking through Cargo to ADE-
LAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain McArthur, will be despatched as above
on THURSDAY, the 5th March, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a refrigerating plant,
which ensures the supply of fresh provisions,
ice, &c., throughout the voyage.

The Steamer is installed throughout with
the electric light.

A stewardess and a duly qualified surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 6th February, 1903. [447]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE
MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT, FIRST CLASS ACCOM-
MODATION, UNRIVALLED TABLE, DUTY
QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE
AGENTS.
Hongkong, 9th January, 1901. [208]

SS. "WING CHAI."

DAILY Departures from Hongkong to
Macao at 8 A.M., from Macao to Hong-
kong at 2.30 P.M., Sunday included.

1st Class fare (including cabin and servant),
\$5; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Stewards, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central
Market, at Macao, C. N. S. N. Company's
Wharf.

For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen Road Central.
Hongkong, 31st January, 1901. [392]

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.

THE BEER IS BREWED IN THE WORLD.

This Beer is brewed of best Saaz Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.

The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [374]

NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE
NORDDEUTSCHER LLOYD.
HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN."

OF THE NORDDEUTSCHER LLOYD.

Having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.
To-day, the 6th February.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 14th February will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on Monday, the 16th February, at
9.30 A.M.

All Claims must reach us before the 19th
February, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 6th February, 1903. [13]

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DIOMED"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., in both cases it
will lie at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 3rd instant.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.

Goods undelivered after the 9th instant
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 9th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd February, 1903. [10]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOGLE,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO. LD.,
Agents.
Hongkong, 2nd February, 1903. [7]

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.

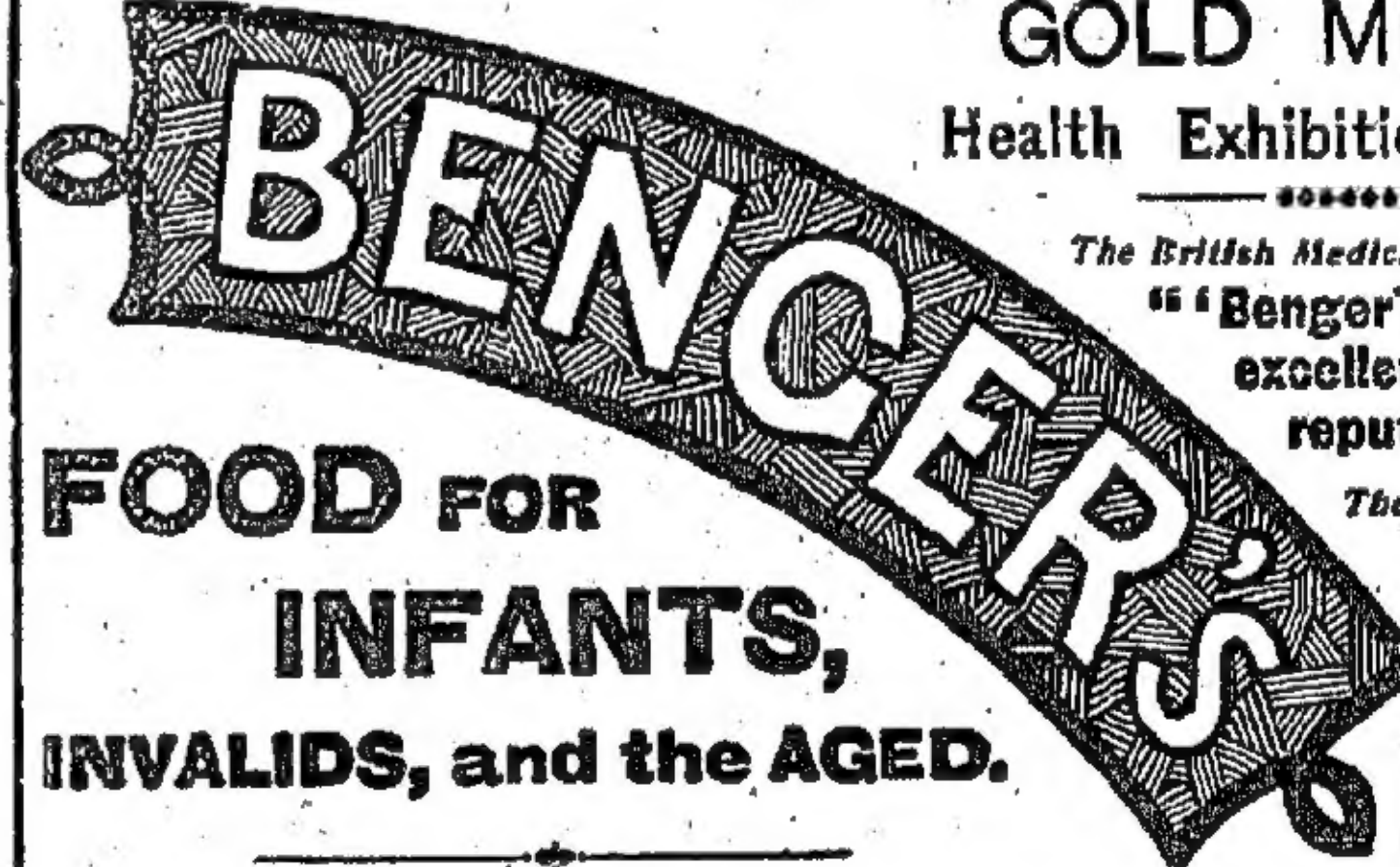


MAGNESIA

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

Safest and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the
Sickness of Pregnancy.

GOLD MEDAL, Health Exhibition, London.



The British Medical Journal says—
"Benger's Food" has by its
excellence established a
reputation of its own."

The Lancet says—
"Mr. Benger's
admirable
preparation."

The London Medical
Record says—
"It is invaluable."

This delicious, highly nutritive, and most easily digested Food has been very successfully used in
England for many years in the rearing of infants, and by those whose digestive powers have been
weakened by illness or age. It may now be obtained in sealed Tins of Chemists, etc., throughout the
Colonies and Abroad, and will prove a boon to Mothers and Nurses.

Proved by experience.

Three-quarters of a century before
the Public and constantly growing
in appreciation



PURE
SOLUBLE

is to-day The Standard Cocoa of
the World. Exquisite in flavor,
highly nourishing and refreshing,
experience proves it to be

The Best of all Cocoas.

